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WITTSTOCK AIRFIELD SITREP (11 Jan 51) (11 Jan 51) (11 Jan 51)
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1. There have been no major changes to report since the last sitrep on this airfield. Still no aircraft have arrived and the only plane on the airfield strength remains the PO 2.

Flying activity

2. On 16 Jan 51, three MIG 15s landed on the field at intervals of 5 mins from 1045 hrs onwards. They remained parked on the field until 1545 hrs when they took off singly and flew away from the field in a northerly direction.

SAF troops

3. There has been no change in the total number of troops stationed on the airfield.
4. The Airfield Hospital is now filled to capacity (67 beds) with cases of severe cold and influenza.

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IS AN ENCLOSURE TO [REDACTED]

DESSAU Airfield Sitrep (28 Dec 50 - 14 Jan 51)

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1. Aircraft counts

- | | |
|------------------------|--|
| a) <u>On 2 Jan 51</u> | 21 MIG 15s
7 YAK conventional fighters
3 Biplanes
2 IL ground attack aircraft |
| b) <u>On 6 Jan 51</u> | 24 MIG 15s
5 YAK conventional fighters
2 Biplanes
4 IL ground attack aircraft |
| c) <u>On 12 Jan 51</u> | 23 MIG 15s
8 YAK conventional fighters
3 Biplanes
2 IL ground attack aircraft |

2. Of the MIG 15 a/c, slightly over half of them have camouflage paint, the others being silver. Four of these aircraft parked south of the runway at its eastern end on 12 Jan 51 had two joining colour strips, one white and one red (or brown), each about 5 cm broad and 50 cm long close to the leading edge of the fin.

[REDACTED]

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3. Flying activity has been very slight and irregular during the reporting period. Night flying was heard on 3, 6 and 8 Jan 51 and lasted between 1½ to 2 hrs on each occasion. On each occasion, one biplane and two or four MIG 15s took off. On 8 Jan 51, a further 2 YAK aircraft also took part. Between 12 and 14 Jan 51, no flying activity whatsoever has been observed.

4. Building work on extending living quarters here has apparently ceased for the time being owing to the cold weather.

5. The heaviest activity here has been on the range where flying practice appears to take place daily, rifle and MG fire continuously being heard. Apparently groups of between 30 and 60 ORs go here at a time.

[REDACTED]

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ZERBST Airfield - Routine Report

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1. Aircraft

- (a) Nine MIG 15s were observed. Eight of these were on the East side of the take-off point of the runway. [redacted]

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[redacted] The remaining MIG 15 in view was standing on the apron in front of Hangar No. 1. There were probably other aircraft inside hangars - doors of which were closed.

- (b) The cabins of the eight jet aircraft near the runway were covered with tarpaulins and the jet orifices aft were plugged with red plugs. Fuselage underside was a silver-grey colour and red Soviet stars with a yellow border were painted on the fuselage and rudder. [redacted]
No other aircraft observed.

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- (c) The approach lights (seven) at the E end of the runway were still in position.

3. Garrison

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Estimated 400 men of SAF ORs [redacted] and officers [redacted].
Some of the SAF officers wore the new type of uniform.

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4. Vehicle [redacted]

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Driver SAF, loaded small boxes towards airfield.
SAF as above.
SAF with 2 ORs in front of railway station.
with two SAF officers from station towards town.

5. Activities

No flying. Engines being overhauled on aircraft by 10 SAF

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6. Remarks

- (a) Fewer aircraft observed on this occasion.
- (b) The Bau Union Sud is still occupied on the airfield. A large wooden barrack building about 7 m. high and 60 m. long has been completed and other barrack buildings are under construction. The railway siding to the airfield and to the Buildings under construction has been lengthened by approx. 500 m. A small gauge line with tilting trucks is also on the site. An excavator is still on the site. The object of the construction cannot yet be ascertained. Adjacent to the railway siding are dumps of wooden beams and planks and in addition cement pipes (diameter 80 cm. x 2.5 m. long) and also iron pipes (20 cm. diameter and 5 m. long).

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~~SECRET~~ (RUSSIAN ZONE)

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(Flying activity 24 Dec 50-4 Jan 51)

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1. Attached at Appendix "1" is a 1 : 25000 map showing:

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- a) Location of airfield; THIS IS AN ENCLOSURE
- b) Airfield installations; DO NOT DETACH
- c) Aircraft parking arrangements;
- d) Location of the airfield's fixed W/T station.

2. Aircraft

4-6 MIG 15s were observed.

3. Flying activity

No flying activity was observed during the period 24 Dec 50-4 Jan 51. Throughout this period, however, a snow plough was engaged on keeping the runway clear of snow.

4. W/T and Radar

For the first time on 31 Dec 50, a fixed W/T Station was again observed on the airfield, in the immediate vicinity of the airfield's underground water pumping machine. No buildings or W/T trucks were seen near the mast.

No radar equipment was observed on the airfield or in the vicinity of the airfield.

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5. Vehicle

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On several occasions during the period, the van [] was seen to carry officers between the airfield and BRANDIS village.

6. Anti-Aircraft Defences

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- i) During the period under review, local inhabitants stated in conversation with a casual acquaintance that 8 A/A guns had arrived at the airfield during that week. They estimated the calibre of the guns at 7-8 cms.
- ii) So far, no gun emplacements or guns have been observed at the airfield.

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AIR

BRANDIS AIRFIELD

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(Rece of Airfield 23 Dec 50)
(Flying activity 17-23 Dec 50)

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1. Attached at Appendix "1" is a 1:25000 scale map showing:

- a) Location of airfield;
- b) Airfield installations;
- c) Aircraft parking arrangements.

2. Aircraft

8 MIG 15s were counted.

3. Flying activity

No flying activity was observed between 17 - 23 Dec 50.

4. Buildings

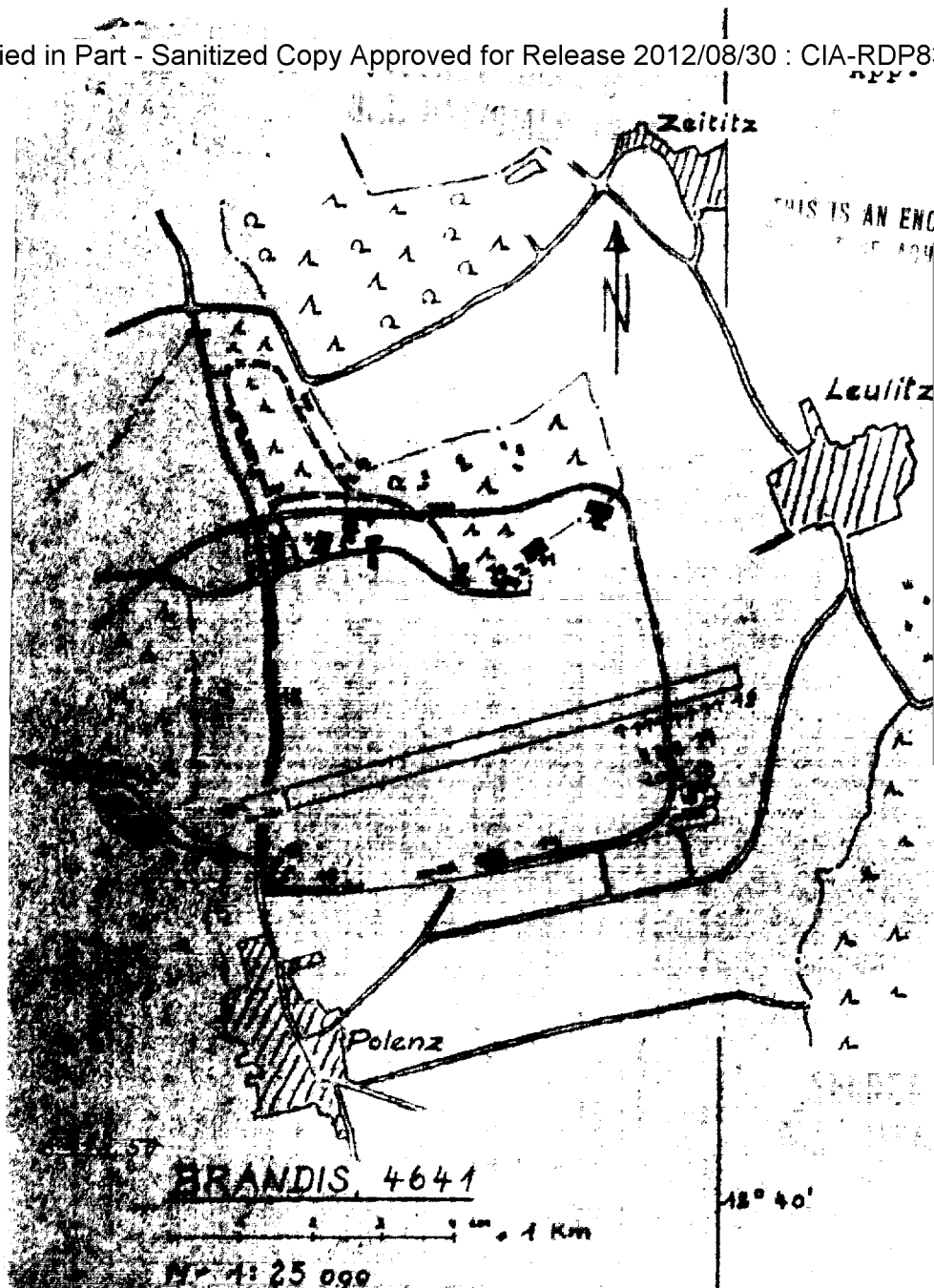
At point 20 on appendix "1", a small building approx 2 m high, 3 m wide and 4 m long, was seen. As far as could be observed, this building served as a waiting room for the personnel on duty at the take-off end of the runway.

5. W/T and Radar

None observed.

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STRAUSBERG Airfield

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1. Activities taking place at the airfield suggest that it is being evacuated by the SLF either wholly or by the PE 2 unit hitherto stationed there.
2. Since 13 Jan [] tractors have been constantly transporting stores from the airfield to the station. Included are bombs in crates, oxygen or similar type cylinders, baulks of timber, beds, furniture and other barrack stores, boxes and fuel tanks, the latter possibly from the airfield fuelling point. A large proportion of this material is still stacked up in the goods yard.
3. No flying has taken place during this period but it is not known whether aircraft are still present in the hangars.
4. A statement made by a woman working on the airfield was to the effect that the airfield area was to be taken over by a tank unit. Two [] loads of officers had already arrived, being the van-guard of approx 500 all ranks to follow.
5. A street patrol was seen in STRAUSBERG consisting of an officer and two ORs with black shoulderboards, red piping and tank insignia.

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JUTERBOG - Altes Lager Airfield - Routine Reports

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1. Aircraft

(i) Forty-nine aircraft of IL.10 type seen. Aircraft had six exhaust stubs on each side of engine cowling. Armament observed was two cannons, each mounted in the wing, calibre estimated at 32 mm. Mounted in the rear of the cabin was a M/G calibre estimated 15 mm. No fittings for rocket firing could be seen on aircraft observed flying. The pitot tube was mounted on right wing and estimated to be 1-1.5 m. long.

(ii) Aircraft were painted olive green with the underside of fuselage and wings painted a light blue.

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On some of the aircraft, on the upper side of the rudder fin, there was a 20 cms wide white stripe and on these aircraft half the propellor boss was painted white. Other aircraft, seen flying, had a red propellor boss and others were also coloured but exact colour could not be identified.

(iii) Aircraft when landing (and throttling back) all back-fired on engines to a considerable extent.

(iv) In addition to above six PO.2 biplanes were on airfield. Two were in front of flying control building and the remaining four in front of hangar No. 7. No other, bomber or similar, aircraft seen.

2. Buildings etc.

(i) There are eight large hangars all in good condition with estimated capacity for 150-170 fighter aircraft.

(ii) Accommodation for troops estimated 3,000 men.

(iii) In the former Luft Akademie on the N side of Treuenbritzen road near Altes Lager Bahnhof estimated capacity for 500-700 men.

(iv) New runway is estimated to be 1800-2000 m. long and 50 m. wide.

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3. Garrison

Estimated at 600-800 men of SAF ORs [redacted] and officers [redacted]. In the E portion of the airfield there is a unit of Russian Army estimated at 300-400 men wearing black/red shoulder-boards (no insignia), black/black with officers gold/red and black cap band and gold/black with black cap band.

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5. Flying Activities etc.

On the 4 Jan 51 there was continuous flying by IL.10 aircraft from 1030 hours to 1500 hours. Approx. 30-35 aircraft were airborne. The majority of the flying was confined to individual circuits and landings. Once in the afternoon three aircraft flew in arrow formation at estimated intervals apart of 15-20 m. and kept good distance continually even on turns. This formation flew over JUTERBOG and landed singly at intervals of 1500 m. Shortest interval between aircraft landing at all times was 500 metres. Each aircraft taxied from its stand in front of hangars to take-off and after landing again taxied to hangars. Majority of landings were good (3 point), but in some cases pilots had to correct line-up quickly on their approach. One group of aircraft flew at height of 300 m. when making circuits. The other group flew at height of about 150 m. At take-offs about 500 m. of runway was used and landings took about 700 metres. Flying speed was about 380-400 km/h and landing speed about 180-19 km/h. Landings were made with about 30° of flap. Landing and starting times as follows:-

1106 One IL.10 landed	1133 One IL.10 started
1108 " " "	1135 " " landed
1118 " " started	1145 " " "
1123 " " "	1158 " " started
1125 " " landed	1200 " " "
1201 " " started	1227 " " landed
1206 " " "	1236 " " started
1211 " " landed	1237 " " "
1212 " " started	1242 " " "
1214 " " landed	1245 " " "
1217 " " "	1248 " " landed
1220 " " started	1251 " " "
1222 " " landed	1254 " " started
	1255 " " landed

(end of observation)

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5. (Cont'd).

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The final landing of aircraft was observed from a distance and was at 1515 hours.

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Weather: AM 9/10 cloud which lowered at 1130 hours to 900-1000 m. above ground level. After mid-day no clouds, light mist, visibility 6-9 km. light West wind.

6. Remarks

Adjacent to railway line about 50 German civilians are working in former building dump site.

7. JUTERBOG DAMM Airfield

- (a) The Airfield is rough and the grass uncut and it is not suitable for fighter aircraft landings.
- (b) No aircraft observed, but it is believed there are two or three PO.2 biplanes in Hangar No. 4.
- (c) No SAF troops observed in vicinity and only Army units believed to be in occupation.

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SECRET (Discretion Zone)

AIR

ALT/LONNEWITZ Airfield

1. Aircraft

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8 MIG 15s and 1 radial engine aircraft (probably LA 9) were seen on the airfield during this period. [REDACTED]

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2. Flying

a) Flying by MIG 15s was fairly frequent, as follows:

7 Jan 51 - In the forenoon.
8 Jan 51 - All day.
9 Jan 51 - In the afternoon.
13/17 Jan 51 - All days including bad flying weather.

b) The impression made was that special instruction was being given since in nearly all cases a group of pilots was clustered round individual machines before they took off and after landing. Similarly, before take-off and after landing, a box vehicle was driven alongside the aircraft where it remained for approx 15 mins at a time. It was not possible to distinguish what took place. Individual flights took place at an estimated height of between 2000 and 3000 m.

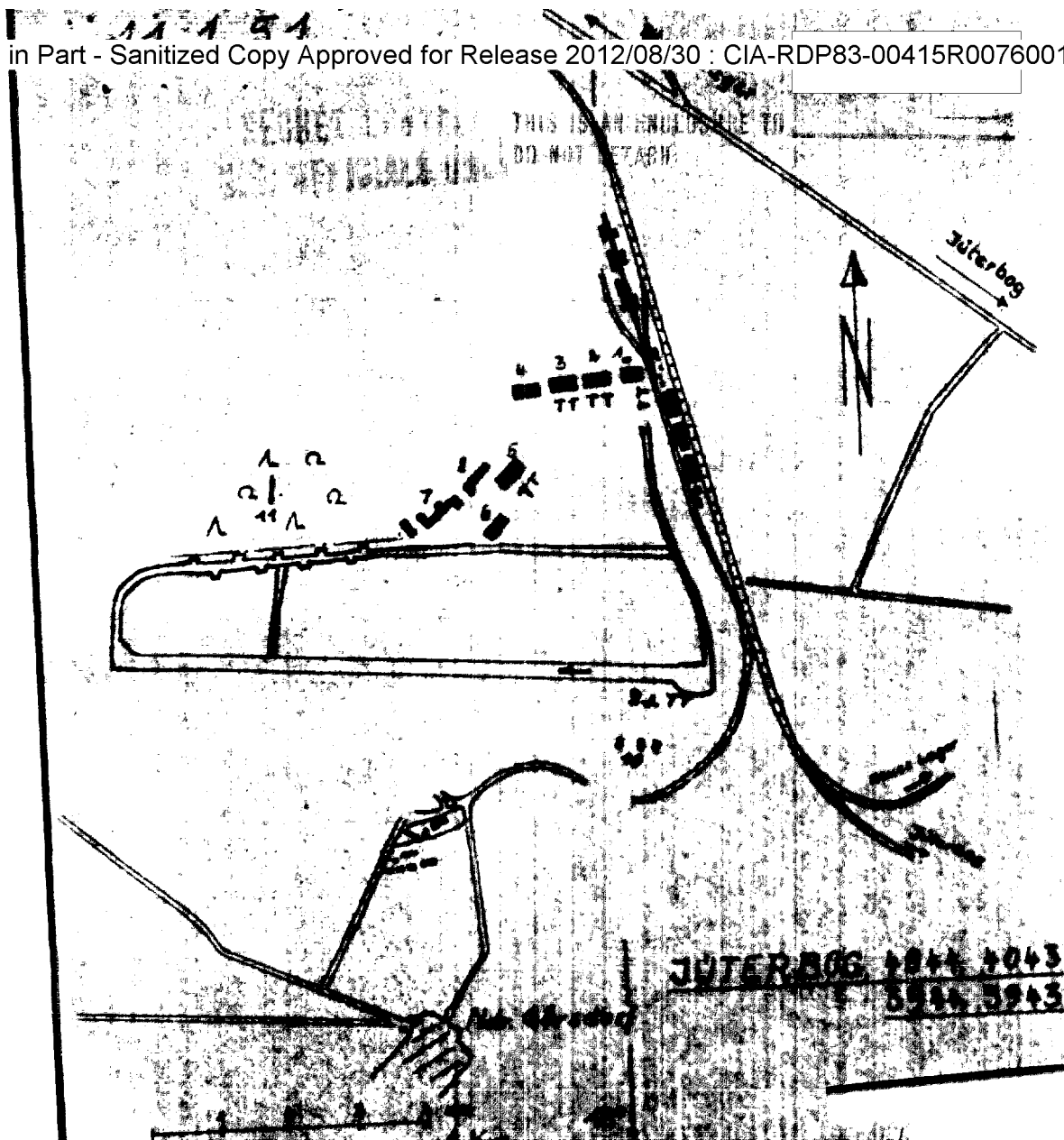
3. Airfield

a) During the period, no new personnel arrivals have been observed.

b) Radar sites have not been discovered.

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~~ALTES DOLORE/FEVERBOG A/f Spotcheck~~

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(1130-1230 hrs 11 Jan 51)

1. Attached at Appendix "A" is a 1:25000 map shewing:

- a) Location of airfield,
- b) Airfield installations,
- c) Aircraft parking arrangements,
- d) Location of a fixed W/T station and of a mobile W/T station.

2. Weather

Visibility: 4-5 kms
Direction of wind: 200°
Wind speed: 6-8 m.p.sec
Cloud base: 1500 m
Density of cloud: 9/10
General: Squalls and slight showers.

3. Aircraft

- a) Number: 18
- b) Types:
 - i) 16 IL 10s
 - ii) 2 PO 2s

4. Flying activity

During the period of observation, the 3 IL 10s at the take-off end of the runway carried out flights in the immediate vicinity of the airfield.

The aircraft took off in turn, reaching an approx height of 300 m.

The undercarriage was not retracted during these flights, which lasted from 6-8 mins.

Key to Appendix "A"

- 1. Hangar, in front of which 2 PO 2s were parked.
- 2. " " " " " 4 IL 10s " "
- 3. " " " " " 5 IL 10s " "
- 4. Hangar.
- 5. " " " " " 4 IL 10s " "
- 6. Hangar.
- 7. Barracks.
- 8. "
- 9. Take-off end of runway, where 3 IL 10s were parked.
- 10. Location of: Mobile W/T Station, 1 Tanker.
- 11. " " fixed W/T Station.

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**SECRET CONTROL
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1. DESSAU Airfield.(a) Aircraft counts: 14 Jan 51.14 MIG 15's
3 YAK 11's
2 PO 2's

28 Jan 51.

16 MIG 15's
5 YAK 11's
2 PO 2's

No Type 26's have been seen since just before 25 Dec 50.

(b) Flying.

Between 11 and 28 Jan 51, flying took place on the following days:

		<u>MIG 15</u>	<u>YAK 11</u>
16 Jan 51	0730 - 1515	120 take-offs.	20 take-offs.
17 Jan 51	0800 - 1400	60 " "	20 " "
25 Jan 51	0800 - 1500	60 " "	30 " "
26 Jan 51	0800 - 1400	-	20 " "

(c) Four MIG 15's were parked at readiness near the railway line to ALTEN. No aircraft at DESSAU have squadron markings.

2. BRANDIS Airfield. 25 Jan 51.(a) Aircraft count. 8 MIG 15's. Contents of hangars unknown. 50X1-HUM

(b) The eight MIG 15's were parked at readiness near the runway.

The aircraft have a blue flash at the top of the rudder - it is becoming faded and difficult to see.

(c) No radar could be seen on or near the airfield.

3. KOTHEN Airfield. 27 Jan 51.(a) Aircraft count. At least 15 radial-engined fighters.

(b) All houses outside the airfield previously occupied by S.A.F. families have been derequisitioned.

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AIR

WITTENBERG Emergency Landing Ground

(13/20 Jan 51)

1. In the period from 13 to 20 Jan 51, take-off and landing practice was carried out on the emergency landing ground by five training planes (two high-wing monoplanes and three biplanes) every day. They started at dusk and continued until 2300 and 2400 hrs without regard to weather conditions (clear, rainy or low-hanging clouds).
2. For these exercises, three ground lights were set out in a triangle as markers and not for the purpose of illumination because their output of light could be compared to that of hurricane lanterns.
3. The planes, flying singly, took off and landed in quick succession after flying one circuit. During the flying operations, a high-pitched engine whine, not previously heard, was discernible.
4. There was no set direction in which the planes took off and landed.

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DRESDEN-KLOTZSCHE Airfield. OSCHATZ Airfield.

DRESDEN-KLOTZSCHE

1. No aircraft or flying were observed during this period.
2. An increase in the number of SAF all ranks using the Luft-kriegsschule WEIXDORF barracks is apparent. The majority of ORs seen wear an MT driver's insignia on the shoulder-board.

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OSCHATZ Airfield 16 Jan 51

4. A check made "en passant" shewed that 4 PO 2s were constantly taking off and landing here.

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